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TWENTY OR MORE DEAD IN CENTRAL WRECK



NIGHT SCENE AT THE RAILWAY DISASTER NEAR GARRISON'S—CONTINUING THE SEARCH FOR THE DEAD.

James J. Corbett Was on the Scene and Writes an Account for the Journal.

Narrowly Missed Meeting with Death and Saw Horrors He Will Never Forget.

"It was my scenery and properties that saved one trainful of lives yesterday. We had finished an engagement at Cohoes and left there about 1 o'clock in the morning to catch train No. 36, which was scheduled to leave Troy at 2:50.

"The loading of the scenery from the Cohoes train to No. 36 kept the latter back fifteen minutes, and No. 46 went on ahead to its dreadful fate.

"I am convinced that the train in which we were was only three minutes behind the express, and if the last cars of the latter had followed the rest of the train cars must have plunged into the river also.

How He Was Awakened.

The first I heard of the awful thing was when Black, my property man, who had been in the smoking car, came running to my berth. "For God's sake, Jim," said he, "have you got any whiskey? Something awful has happened; the train ahead of us has gone into the water."

We all jumped up and rushed out, half dressed. We were so close to the rear car of the wrecked train that our engine's pilot touched its platform. I can immediately along the line, and the sights I saw there I shall never forget to my

Man with His Arm Torn Off.

"From one of the other cars which was tilted so that a couple of its windows were out of water we saw them pull a Chinaman out. He was all mashed up about the head. Then I saw something that froze me up. A man with one of his arms torn off pushed through one of the windows and dropped into the water. The torn arm was hanging by a shred of flesh. When he struck the water he actually

tried to swim, and kept struggling for a few seconds. He was picked up by a boat and I do not know what became of him. I saw a young man I know, but whose name I forget, pull his wife out of the window of one of the sleepers. They were on their way to the bedside of his dying mother. She was shrieking like a maniac and we thought he would never succeed in getting her out. Both were in their night clothes. When they reached a place of safety both fainted.

"George Smith, a messenger of the American Express Company, was badly hurt. I sent three messages for him. I gave up my berth to a fellow who was in the smoker that went into the water. He was

"A DECAYED LEDGE ROCK," SAYS DEPEW.

PRESIDENT CHAUNCEY M. DEPEW was seen in the office of the Third Vice-President after Mr. Parrish had left and said: "This is one of those accidents that is liable to occur in the best regulated railroad companies. It is an accident for which the company is entirely irresponsible, and wherein the forces of nature seem to have conspired against the lives of the people. I have thought over the matter very intently and have come to the conclusion from the reports which I have received that the accident was the result of a gradual decay of the ledge rock upon which the tracks of the road were laid in that section. Placing the report of Conductor Parrish and that of other persons—employees of the road—together, I have determined that no amount of precaution could have forestalled this wreck. All along the road, especially in that section of it closely bordering upon the Hudson River, the strictest watch has been kept up by men especially employed for that purpose. For years the company has employed two day trackmen and two night trackmen to go over the road, inspect the ties, sound the rails with hammers and to investigate the condition of the roadbed. Among the reports which I have received are several which go to show that these men have kept faithfully to their posts, and have for weeks pronounced the rails and road in good condition.

"That the road was in good condition was brought clearly and forcibly to my mind by the fact that a year ago the rails on the road in that section were changed from seventy-pound rails to a hundred-pound rails. In all instances where this was done the company fortifies the road by stronger ballast, and a thorough inspection is made of the foundation and of all of the adjacent territory that might interfere with the safe running of trains. At the time when that work was completed not the slightest suspicion entered into the mind of any official of the road that the slightest matter had been overlooked or that anything was insecure. The reports made to the company show this.

"I have learned that thirty minutes previous to the accident a fast mail express, bound north, passed the place on the inland track, and that fifty minutes previous to the accident the Atlantic express passed south on the very rail upon which the wreck occurred.

"This would go to show that when the unfortunate train came along the road bed was in prime condition for just such an unfortunate affair. Possibly the Atlantic express, if it had been fifty minutes later, would have met with the same fate. I attribute the accident entirely to the workings of natural forces."

badly bruised, but not seriously hurt. He was on his way to this city with his chum and his chum was lost.

He told me they had come from their home in the West to visit Niagara Falls. When they reached Buffalo they discovered that there was something wrong with their tickets, and as they were going to New York any way they resolved to visit this city first, get their tickets fixed up and then go on to the Falls.

He said he and his chum were sitting side by side in the smoker when the crash came. His chum said: "What the hell has struck us?" and then the car filled with water like a flash. He managed, he said, to get his head through a window, and was crawling out when somebody caught him by the legs and pulled him

back. He kicked and struggled and managed to get free and drop into the water. He was, however, inconsolable over the loss of his chum.

"I cannot get the horrible spectacle out of my mind, and I feel sure I shall see it all over again to-night in my dreams. Its a mistake to say that the fireman jumped. Both went down with the engine."

JAMES J. CORBETT.

Heavy Express Train Hurled Into the Hudson at Garrisons.

Ground Gave Way Under the Rails. Passengers Rescued Through Car Windows.

The New York and Boston special express, train No. 46, over the New York Central & Hudson River Road, was thrown from the tracks into the Hudson River at Corbin's Basin, two miles below Garrisons, at about 5:40 yesterday morning.

There were ninety-six passengers and fourteen train hands on board. No list was obtained of those who were in the sleeping car. Twenty persons are known to be dead, and the list is not yet complete. The bodies recovered are all at Cold Spring, where the Coroner has his office.

The engine and express car are in fifty feet of water. The combination baggage and smoking car and one day coach have submerged.

Of the six sleepers one is entirely under water, two are only partially covered. Three of the sleepers did not leave the track.

The wreck is said to have been caused by the tide's washing away the underpinning of the track.

The engineer and fireman went down with the engine. Many passengers were rescued through the car windows.

Among those in the smoking car were eleven Chinamen, who had been smuggled in from Canada. All save three of them were lost.

Mr. and Mrs. A. W. Maltby, of Buffalo, favorite nephew of the New York Central's president, were among the rescued passengers.

Another was an Englishman, supposed to be Lord Douglas of Hawick, eldest son of the Marquis of Queensberry and brother of Lord Sholto Douglas.

All day yesterday and all last night the search for the dead continued.

IT WAS a quarter past 3 o'clock in the morning when train 46, which now lies in ruins at the bottom of the Hudson, pulled out of Albany, and rumbled across the bridge on its fatal journey north.

All the way from Buffalo, and even further west, its doom had been making. Little delays, things which are ordinarily of no moment, had worked together to hold back the trains which should have led the way for this one.

The Big Four connection was late from Cleveland into Buffalo, and 46 started away from the Lake City on the time of the train that should have preceded it by half an hour.

Again, the Montreal express was delayed